

# Quebec and Lake St. John Railway.

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ANNUAL REPORT FOR THE YEAR

— 1891 —

WITH

TRAFFIC STATISTICS

SUBMITTED AT THE

ANNUAL GENERAL MEETING

OF SHAREHOLDERS,

HELD AT THE GENERAL OFFICES OF THE COMPANY

ST. ANDREW STREET TERMINUS,

QUEBEC,

ON

THURSDAY 12<sup>th</sup> MAY 1892.

1870

1871

1872

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# QUEBEC AND LAKE ST. JOHN RAILWAY.

## BOARD OF DIRECTORS.

1892.

MR. FRANK ROSS.....	Quebec.
“ E. BEAUDET.....	“
“ SIMON PETERS.....	“
HON. P. GARNEAU.....	“
MR. GAVIN MOIR.....	“
HON. F. LANGELIER, M.P.....	“
MR. THOS. A. PIDDINGTON.....	“
“ JULES TESSIER, M.P.P.....	“
“ JOHN THEODORE ROSS.....	“
“ EDWIN HANSON.....	Montreal.
HON. GEORGE IRVINE.....	Quebec.
“ JUDGE J. A. GAGNÉ.....	Chicoutimi.
MR. JOSEPH J. FREMONT, Mayor of Quebec.....	Quebec.
“ LAWRENCE STAFFORD (named by Provincial Government). “	



# Quebec and Lake St. John Railway.

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The annual general meeting of the shareholders of the Quebec and Lake St. John Railway Company was held at the Company's offices, St. Andrew street Terminus, Quebec, on Thursday, 12th May, 1892.

The annual report of the directors was read to the meeting, and adopted as follows :

## ANNUAL REPORT.

The directors of the Quebec and Lake St. John Railway Company beg to report as follows with regard to the operations of the past year :

### PROGRESS OF WORKS.

Since the date of the last annual report, the new line into the city of Quebec, via Lorette and Charlesbourg, has been completed and opened for traffic. The local passenger trains have been running over this line since the 1st July last, and all the Company's trains since the 4th October. The new city terminal station and general offices in Quebec were completed by the end of December, and have been occupied, and trains running there, since the 1st January of the present year. The terminus is well situated in the centre of the city, adjacent to the new Louise Docks, and the terminal station and offices are very commodious and

suitable for the business of the road. The new workshops in Quebec have also been completed, and the mechanical staff have been removed there from St. Raymond.

Some work still remains to be done in filling in the terminal ground at Quebec, and in building a round house and car shops. The work of ballasting and widening, reducing grades and taking out curves was also carried on during the whole of last season, between Riviere a Pierre Junction and Lake St. Joseph.

The sum of £200,000 sterling had been placed by the bondholders in the hands of the Railway Share Trust and Agency Company (limited) of London, as trustees, to be expended in improving and equipping the railway. This sum was deposited with Messrs. Glyn, Mills, Currie & Co, in London, and was paid out monthly, as the work was done, upon estimates of the Company's Chief Engineer, certified by Mr. A. L. Light, M. Inst. C. E., who was appointed by the trustees as their engineer, acting under instructions from Messrs. Hanson Bros., agents of the trustees in Canada. The trust fund has been expended as follows :

Completing and improving the line between Chambord Junction and Roberval, Lake St. John.....	£ 20.693
Additional locomotives and rolling stock.....	27.565
Terminal grounds, grain elevator and buildings at Quebec.....	24.850
Ballasting.....	7.460
New line into the City of Quebec, 12 miles.....	56.789
Raising and widening road bed, reducing grades and curves, and general improvements.....	63.116
	<hr/>
Sterling.....	£200.473



This large sum of money has been carefully and judiciously expended, and, in the opinion of your Board, it has served to place the road in a position second to none of its class in Canada, in point of construction and equipment.

An extension of time has been granted to Mr. Beemer for the completion of his contract for building the branches to Chicoutimi and St. Alphonse, and to La Tuque, on the River St. Maurice. The difficult and expensive bridges over the River Metabetchouan and the two next rivers on the Chicoutimi extension, are nearly completed, the masonry of the first being finished, the stone cut for the other two, and the steel superstructure of all three delivered on the ground. Mr. Beemer is making every effort to have the line completed to or near the town of Chicoutimi by the summer of 1893, so as to take advantage of the large tourist travel expected in Canada, in connection with the Chicago Exhibition. Surveys have been made for the branch line to La Tuque, on the River St. Maurice, and an excellent location has been found, which will allow of the construction of a line almost without gradients, a most important feature, as this branch is expected to handle the heavy lumber trade of the St. Maurice valley. The engineers report that it will run through a country well suited for settlement, and heavily timbered.

#### TRAFFIC.

The traffic accounts for the year ending 31st December, 1891, are now submitted to you, the mileage in operation having been 190 miles.

The number of passengers carried during the year was 84,736, and the number of tons of freight 111,497, as against 95,902 tons the previous year.

The freight consisted of :

2735	car loads of cordwood, or 27,350 cords.	
2406	“	sawn lumber
138	“	square timber,
168	“	ties,
136	“	pulp and paper, 2,040 tons
1007	“	general merchandise, 15,105 tons.
<hr/>		
6590	cars.	

The depressed condition of the market for spruce deals, during the whole of last year, prevented the sale of the produce of all the mills along the road. Consequently all the lumber was held over, and the railway did not get the freight. Towards the fall, business improved, and large sales were made, so that during the coming shipping season we may expect to carry a large portion of two seasons' cut, estimated at about seventy million feet B. M. About 470,000 logs have been made for the various mills on the railway, during the past winter. Two new mills have been built since last year, and another large one is being arranged for. The Lower Laurentian Railway, connecting with our line at Rivière à Pierre Junction, was opened for traffic in November last, and is giving us considerable business. The enlarged hotel at Roberval, and the Island House at the Grand Discharge of Lake St. John were opened in July last, and were well patronized. The former has accommodation for 300 guests, and is handsomely furnished throughout, and equipped with electric light and every modern convenience. The new steel steamer "Mistassini" having a capacity for 400 passengers, will be launched at Roberval in a few days, and will run daily between Roberval and the Island House, during the tourist season. It is expected that the completion of the railway

extension to Chicoutimi will attract a very large tourist travel, in connection with the Saguenay steamers. The officers of the Canadian Pacific, Grand Trunk, Boston & Maine, New York Central, and other large roads are giving their active assistance in sending tourist travel to Lake St. John, and all predict a very large business for this route, when it can be combined with the Saguenay trip.

The accounts for last year, now submitted, shew a very considerable saving in the cost of operating the road, as compared with the previous year. It is expected that the current year's expenses will be much further reduced, as the Board decided in October last to make the passenger train service between Rivière à Pierre and Roberval tri-weekly, instead of daily, during the winter months. The opening of the Company's own terminus in Quebec came too late to affect the accounts for the year 1891. But it is causing a very marked economy in the operations of the present year, practically saving all the heavy terminal charges hitherto paid to the Canadian Pacific Railway, besides enabling the Company's business to be done in a much more satisfactory manner. The increased traffic which we have every reason to expect, and the reduction in terminal and other expenses which we are now enabled to carry out, will, it is confidently expected, enable the Company to shew a very satisfactory result for the business of the current year. The Company's repair shop at St. Raymond was burned in September last, and two engines and some machinery damaged. The loss was fully covered by insurance. The shop has since been rebuilt.

The past winter has been exceptionally favorable for railways all over Canada, as regards snow. Our trains have suffered no detention, and we have employed no extra labor whatever.

## COLONIZATION.

The Directors have continued to use every effort to encourage the settlement of the country served by the railway. Circular letters have been sent to the clergy in every parish in the Province, inviting delegates to visit the Lake St. John district, for the purpose of reporting on the country and its productions. Illustrated pamphlets, descriptive of the district, have been circulated throughout the Province, and, through the Government agencies, in Europe. All new settlers, with their families and effects, are carried free over the railway, from Quebec to Lake St. John. These efforts have commenced to produce some result, and during the past year 141 new settlers, some of whom were from Belgium and England, but principally from the Province of Quebec, and the New England States, were sent by the Company into the district. A vigorous colonization policy on the part of the Government, and the offer of free grant lands, or partly improved farms, would doubtless produce greater results. The Company's application to the Federal Government, to establish an experimental farm in the Lake St. John district, similar to those at Ottawa, in the North-West, and in other Provinces, has been renewed. The crops in the Lake St. John district last year were very abundant, and will, no doubt, encourage new settlers to go in, this year. A considerable quantity of this grain came to Quebec over the railway.

## MAINTENANCE.

The bridges, track, rolling stock, road bed, stations and other property of the Company are being kept in good repair and condition.

The whole respectfully submitted.

FRANK ROSS, President.

J. G. SCOTT, Secretary.

Quebec, 12th May, 1892.

The ballot for the election of Directors for the ensuing year was then proceeded with, and the scrutineers declared the following gentlemen elected, viz: Frank Ross, E. Beaudet, Simon Peters, Hon. P. Garneau, Gavin Moir, Hon. F. Langelier, M.P., Thos. A. Piddington, Jules Tessier, M.P.P., John Theodore Ross; and also Mr. E. Hanson, of Montreal, and the Hon. George Irvine, as representing the Trustees of the bondholders. In addition to whom, the non-elective members of the Board are Mr. Joseph Fremont, Mayor, representing the City of Quebec: Hon. Judge J. A. Gagné, representing the County of Chicoutimi, and Mr. Lawrence Stafford, named by the Government of the Province of Quebec.

On motion of Mr. Siméon Lesage, Deputy Minister of Public Works, seconded by Mr. Cyrille Tessier, N.P., a vote of thanks was adopted to the retiring Directors, and to the officers of the Company.

The meeting then adjourned.



# QUEBEC AND LAKE ST. JOHN RAILWAY.

## Statement of Rolling Stock on hand 31st December, 1891.

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6 First-class Passenger Coaches—	Nos. 7, 10, 11, 16, 17, 18.	
6 Second “	“ “ 1, 2, 9, 19, 20, 21.	(No. 1 Second Class Car condemned.)
3 First and Second Class Passenger combined Coaches—	Nos. 3, 8, 12.	
2 Baggage, Mail and First Class,	“ Nos. 14, 15.	
2 “ “ and Express	“ “ 6, 13.	
2 Conductors' Freight Train Vans,	“ 271, 272.	
3 Workingmen's Vans,	“ 1, 4, 5.	
8 Cattle Cars,	“ 31, 54, 265, 266, 267, 268, 269, 270.	(No. 31 and 54 Cattle Cars condemned.)
49 Box Freight Cars,	“ “ 73 to 78, 137 to 140, 147 to 161, 240 to 256, 258 to 264.	(5 Box Cars to be rebuilt.)
193 Platform Cars,	“ 14, 20, 30, 32 to 53, 55 to 62, 63 to 72, 79 to 136, 141 to 145, 162 to 239, 273 to 278, 280 to 282.	(1 Flat Car to be rebuilt.)
5 Snow Plows,	“ 1, 2, 3, 4, 5.	

In addition to above there are 40 flat cars on construction, 20 of which have been in traffic service for part of the year ; these are numbered 283 to 302.

M. WAKEFIELD,

*Master Mechanic.*

MECHANICAL DEPARTMENT,

St. Raymond, January, 1892.

# QUEBEC AND LAKE ST. JOHN RAILWAY.

Statement of Motive Power on 31st December, 1891.

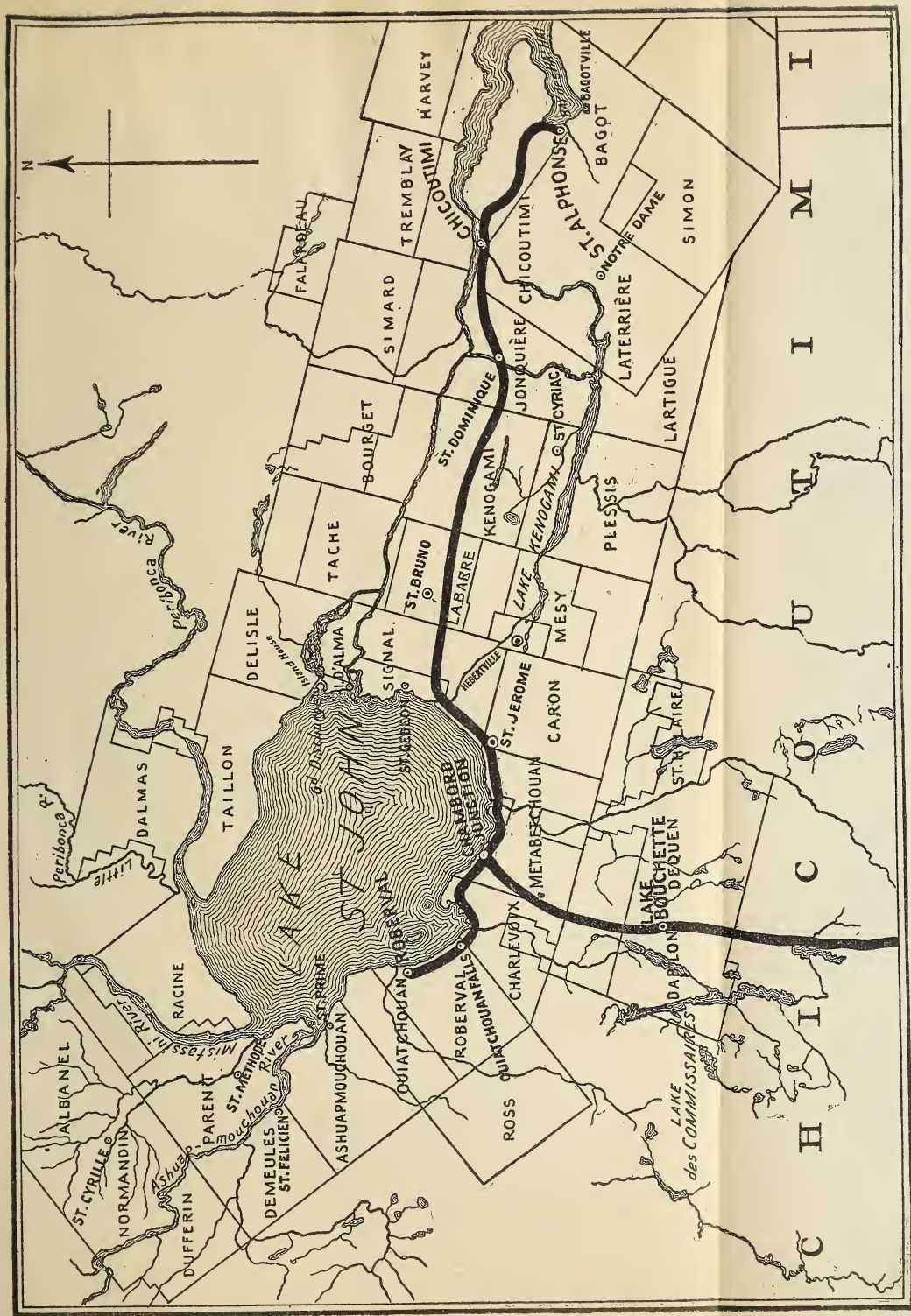
No. of Engine.	Builders.	Size of Cylinders.	Diameter of Engine wheels.	Material of Tires.	Diameter of Engine Truck wheels.	Material of Engine Truck wheels.	Class of Engine.	Condition of Engine.	In Service.	Engines under general repairs.	Kind of Fuel.
1	Rhode Island	14 x 24	4 " 6	Steel.	2 " 2	Cast Iron.	4 wheels Coupled.	Medium.	Construction	.....	Wood.
2*	"	14 x 24	4 " 6	"	2 " 2	"	4 "	"	.....	In for repair.	"
3	"	14 x 24	4 " 6	"	2 " 2	"	4 "	"	Construction	.....	"
4*	Baldwin.	17 x 24	5 " 0	"	2 " 2	"	4 "	"	.....	"	Coal.
5	Rhode Island	17 x 24	5 " 0	"	2 " 6	"	4 "	Good order.	Traffic.	.....	Wood.
6	"	17 x 24	4 " 6	"	2 " 2	"	4 "	"	"	.....	Coal.
7	Kingston.	17 x 24	4 " 9	"	2 " 2	"	4 "	Medium.	"	.....	C. and W.
8	Rhode Island	18 x 24	5 " 2	"	2 " 6	"	4 "	Fair order.	"	.....	Coal.
9	Kingston.	20 x 24	4 " 2	"	2 " 6	"	8 "	"	"	.....	"
10	"	20 x 24	4 " 2	"	2 " 6	"	8 "	Tires to be turned.	"	.....	"
11	"	17 x 24	5 " 2	"	2 " 6	"	4 "	Good order.	"	.....	C. and W.
12	"	18 x 24	4 " 9	"	2 " 6	"	6 "	.....	.....	In for repair.	Coal.
13	"	18 x 24	4 " 9	"	2 " 6	"	6 "	Tires to be turned.	"	.....	"

REMARKS.—\*Damaged by fire.—Nos. 2, 4 and 7 are the next engines to be put into the shop for general repairs.  
 MECHANICAL DEPARTMENT,  
 St. Raymond, January, 1892.  
 M. WAKEFIELD,  
*Master Mechanic.*

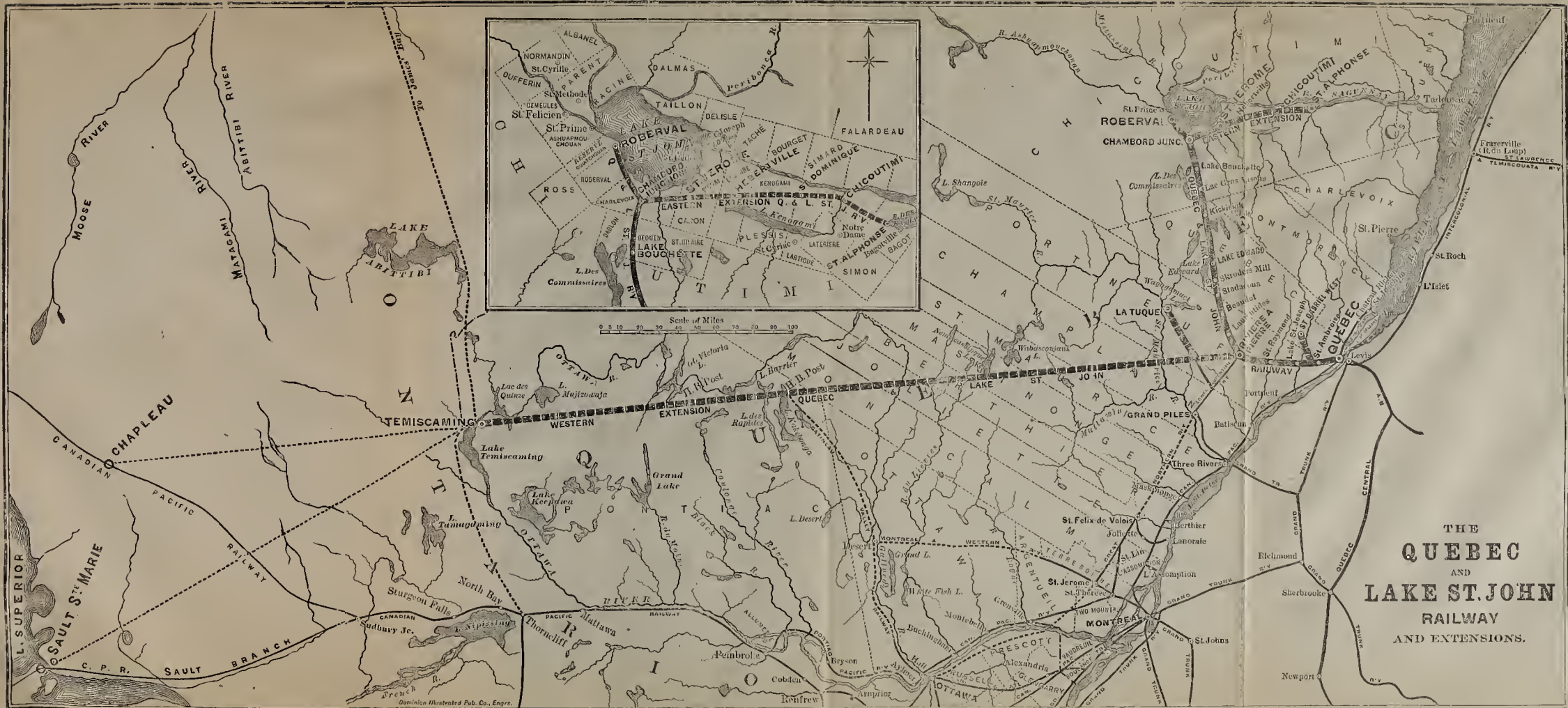




Map of the Lake St. John District.











# Quebec and Lake St. John Railway.

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## OFFICERS - 1892.

FRANK ROSS.....President.

E. BEAUDET.....  
SIMON PETERS.....} Vice-Presidents

J. G. SCOT .....Secretary and Manager.

E. A. HOARF .....Chief Engineer.

ALEX. HARDY.....Gen'l Freight and Passenger Agent

S. S. OLIVER .....Assist.-Engineer and Draughtsman

JAMES PIDDINGTON.....Accountant.

JAS. BAIN.....Manager's Assistant.

A. VALLERAND.....Purchasing Agent.

H. B. JACKSON.....Paymaster.

M. WAKEFIELD.....Master Mechanic.

P. ALLEN.....Assist.-Superintendent.

MICHAEL CARPENTER...Roadmaster.

JOHN CARPENTER.....Bridge Inspector.

L. D. BOUCHARD.....Chief Train Despatcher.

A. NICOLLE.....Assist. " "

H. J. BEEMER,

Contractor.



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*(Quebec Morning Chronicle Steam Print.)*